

REMARKS

In the pending Action, the Examiner has rejected claims 19-21 under 35 U.S.C. § 102(b), as allegedly anticipated by United States Patent No. 5,453,939 (Hoffman, et al.), and claims 1-10 and 13-18 under 35 U.S.C. § 103(a) as allegedly being obvious in light of Hoffman, et al. Claims 11 and 12 have been cancelled. No other art is applied against the claims.

For the reasons set forth in more detail below, it is respectfully submitted that the claims as previously amended are in allowable form, and are patentably distinct from Hoffman, et al.

Hoffman et al. teach a display 10 for use with a vehicle. Display 10 (Fig. 1) includes a series of gauges 12, each having a series of wedge-shaped segments 16. Segments 16 are illuminated to show the status of various parameters of the vehicle, for example fuel level. When the vehicle is full of fuel, all segments 16 are lit, when the vehicle is half-full, half of segments 16 are lit, etc. In addition to the number of segments 16 which are lit, display 10 includes outline segments, such as high outline segments 22, central outline segments 23 and low outline segments 24. *See* col. 8, lines 43-58.

Outline segments 22, 23, 24 are illuminated at different times, to highlight the status of the parameter being measured by a particular gauge 12. For example, when the vehicle is full of fuel, all segments 16 are illuminated, and so are high outline segments 24. As the level of fuel goes down, the illumination of segments 16 decreases sequentially, until the highest illuminated segment 16 reaches central outline segments 23, at which point central outline segments 23 are illuminated, and so forth. Thus, by the number of segments 16 illuminated, and

the range of outline segments 22, 23, 24 illuminated, the operator may conveniently and quickly determine the status of the measured parameter.

Additionally, the different levels of outline segments 22, 23, 24 are of different colors, to underscore the level of the parameter in a glance for the operator of the vehicle. Low fuel status may be indicated by yellow low outline segments 24, while central outline segments (indicating mid-range fuel level) may be colored blue-green (col. 8, lines 48-58).

The system disclosed by Hoffman, et al. also includes various warning and indicator lights which are actuated when the system detects errors. For example, when a previously recognized fault condition is detected, a SERV CODE indicator 33 may be actuated (see generally col. 7, line 45 - col. 8, line 4). Indicator 33 may also be actuated when a fault *previously* existed, "to report a detected condition regardless of the present status of the inputs." (col. 7, lines 66-67).

Additionally, different fault conditions may be indicated, once detected, by other illuminable displays on the instrument 10 of Hoffman, et al. (col. 11, lines 1-7).

Thus, Hoffman, et al. teach that the display disclosed therein may alert the operator to the occurrence of faults detected by *other* components of the system, and to the existence of other conditions which may require warnings for the operator of the vehicle. The display generates a warning which alerts the operator of the existence (or past occurrence) of the predetermined fault or condition. This is vastly different from the claimed system, in which a flight crew will be alerted to a problem *with the integrity of the display of information itself*. Hoffman et al. presume that the display of information is correct, and do not even address the problem of a fault *in the integrity of the display*. There is no teaching or suggestion that the display itself is ever monitored, and all error conditions which are discussed in Hoffman, et al.

are those which are specifically detected by monitors which output a specific indicia directed to the existence of the error condition in the data or conditions or parameters being monitored.

According to the flow charts of Figs. 8e and 9b in Hoffman, et al., the existence of a warning condition causes the display to "Illuminate Indicating Segments" (Fig. 8e) and "*Steadily* Illuminate Indicator Light Corresponding to Displayed PIN #" (Fig. 9b, emphasis supplied).

This differs from the invention as claimed in claims 19-21.

Claim 19 (the only independent claim of the three) specifically includes a limitation that, if there exists a "change in indicia data fed to the display screen", this change in the claimed display "visually indicates reduced operating integrity of the display data", a condition that is completely ignored in the system taught by Hoffman, et al. While the Examiner has cited three passages and two Figures of Hoffman, et al. (each discussed above) where this limitation may allegedly be found, in fact those passages and Figures do not address the problem of alerting the operator of the vehicle to a problem *in the integrity of the displayed data*. Rather, the cited portions of Hoffman, et al. discuss different methods of alerting the operator of the vehicle to specific externally monitored error condition. Hoffman, et al. presume that the display is working correctly, because that is how the detected error condition is displayed. For these reasons, therefore, it is respectfully submitted that the device disclosed by Hoffman, et al. does not anticipate the invention as claimed in claims 19-21, and further that Hoffman, et al. fail to teach or suggest the invention as claimed.

As to the obviousness rejection, it is noted that claims 1 and 13 (the remaining independent claims) each contain a limitation that:

“wherein when either of the first and second set of color data is not output to the flat panel display, the indicia on the flat panel display is in a different color from said another color.”

This limitation, too, is neither taught nor suggested by Hoffman, et al. In the Office Action, the Examiner has suggested that Hoffman, et al. teach changing colors of the display, and cites to the same three passages mentioned above. As discussed above, however, the cited passages instead teach the use of different colored warning lights to indicate different levels of alert, but do not teach or suggest that a single indicia *changes colors* to indicate the complete absence of an input. In Hoffman et al., the absence of the input data would result in a complete *lack* of display, *not* in a differently colored display. Since Hoffman, et al. teach the use of the warning indicia to indicate the *presence* of a specific error, the lack of a display therein would indicate that the system is operating correctly. Thus, the lack of a display in Hoffman, et al. could not correspond to an alert to the presence of an error condition, but rather may incorrectly suggest that the system is working properly.

For this additional reason, therefore, the invention as claimed differs from that disclosed by Hoffman, et al., and is neither taught nor suggested by the disclosure of Hoffman, et al.

There being no further grounds for rejection or objection, it is respectfully submitted that the application is in condition for allowance. Early and favorable action to that end is therefore respectfully solicited.

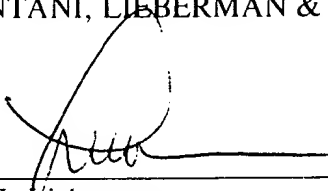
It is believed that no fees or charges are required at this time in connection with the present application; however, if any fees or charges are required at this time, they may be charged to our Patent and Trademark Office Deposit Account No. 03-2412.

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Respectfully submitted,

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